

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons.....Captain H. D. Jones.
 "POWAN," 2,338 ".....W. A. Valentine.
 "FATSHAN," 2,360 ".....R. D. Thomas.
 "HANKOW," 3,073 ".....O. V. Lloyd.
 "KINSHAN," 1,995 ".....J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD. HONGKONG-MACAO LINE.

S.S. "HONGSHAN," 1,998 tons.....Captain G. F. Morrison, R.N.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 10 A.M., and a second departure about 8 P.M.
 Note.—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 4 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. MACAO STEAMBOAT CO. LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons.....Captain J. Wilcox.
 "NANNING," 584 ".....G. Butchart.

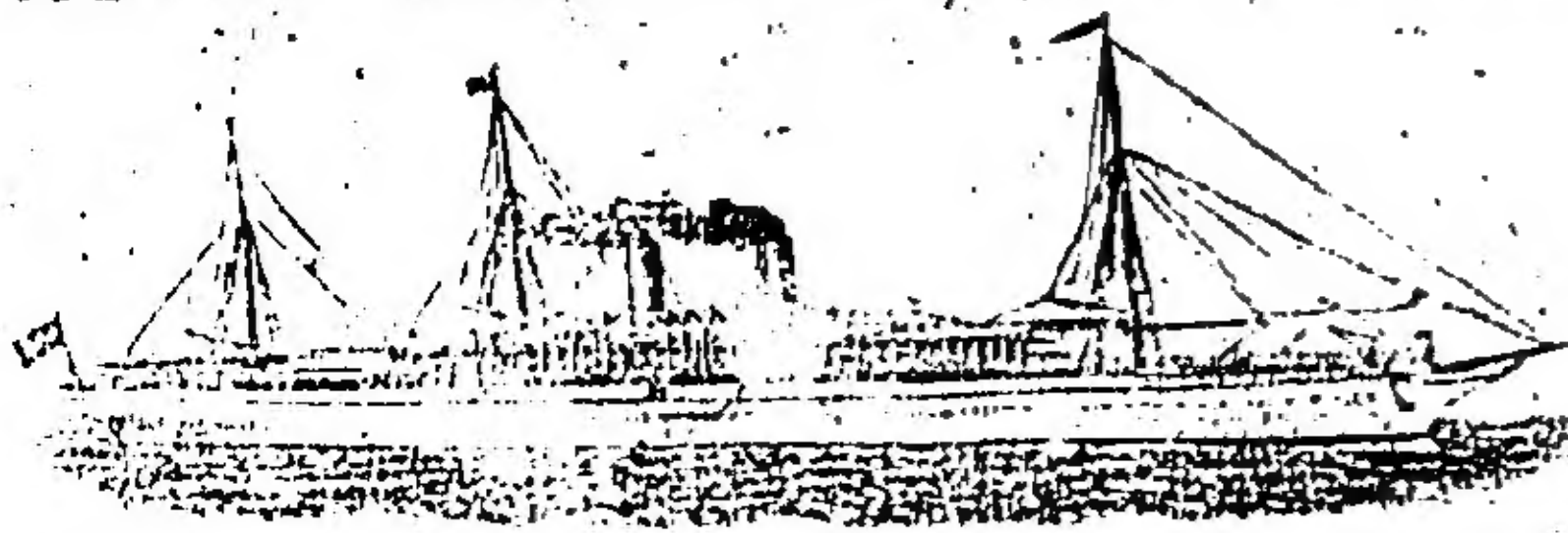
One of the above steamers, leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahuung, Kunchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ping-Hai, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing ".....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of—
 HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO. LTD.
 Hongkong, 27th June, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
 Tons. LEAVE HONGKONG. ARRIVE VANCOUVER.
 "EMPRESS OF JAPAN".....6,000.....WEDNESDAY, July 11.....August 1
 "MONTEAGLE".....5,500.....WEDNESDAY, July 18.....August 11
 "EMPRESS OF CHINA".....6,000.....WEDNESDAY, August 1.....August 22
 "TARTAR".....4,425.....WEDNESDAY, August 8.....September 1
 "EMPRESS OF INDIA".....6,000.....WEDNESDAY, August 22.....September 12

THE Quickest route to CANADA UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....£40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 27th June, 1906. Corner Pedder Street and Praya, opposite Blake Pier. [15]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1 with Cabin, \$1.
 1st Class—Return, \$3 with Cabin, \$3.
 3rd Class—Single, 40 cents; Return, 60 cents.
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.

Hongkong, 22nd June, 1906. [17]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons. Captain

"KWONG CHOW".....1,309.....R. R. MEAD.

"KWONG TUNG".....1,338.....R. RAMSEY.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey...\$4

Meals.....\$1 each.

Also

Excursions to MACAO every SATURDAY at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:—1st Class single \$1 with cabin \$2.00. return \$3.00.
 2nd Class single \$0.80, return \$1.50.

Breakfast, Tiffin and Dinner \$1.00 each.
 The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and
 YUEN ON S.S. CO., LD.,
 No. 8, Queen's Road West

Hongkong, 21st June, 1906. [18]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ZIETEN.....	WEDNESDAY, 4th July.
ROON.....	WEDNESDAY, 11th July.
SEYDLITZ.....	WEDNESDAY, 18th July.
BAYERN.....	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 29th August.
SACHSEN.....	WEDNESDAY, 12th September.
PRINZ HEINRICH.....	WEDNESDAY, 26th September.
GNEISENAU.....	WEDNESDAY, 10th October.
PRINZ LUDWIG.....	WEDNESDAY, 24th October.
PRINZESS ALICE.....	WEDNESDAY, 7th November.
PREUSSEN.....	WEDNESDAY, 21st November.

On WEDNESDAY, the 4th day of July, 1906, at Noon, the Steamship ZIETEN, Captain F. von Binzer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 2nd July; Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 3rd July, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 3rd July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£21. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA & GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES to be APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERRBERTSHOF, MATUPE, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND.....	3,300.....	TUESDAY, 14th July.
WILLEHAD.....	4,763.....	TUESDAY, 21st August.
PRINZ WALDEMAR.....	3,327.....	TUESDAY, 18th September.

On TUESDAY, the 14th day of July, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lent, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA.....	\$20.00	\$10.00	\$5.00	Return \$20.00	Return \$10.00
TO NEW GUINEA.....	£18.00	£18.10	£14.00	Return £18.00	Return £17.15
TO BRISBANE.....	£30.00	£30.00	£14.00	Return £30.00	Return £29.00
TO SYDNEY.....	£33.00	£33.00	£15.00	Return £33.00	Return £32.10
TO MELBOURNE.....	£34.10	£34.10	£16.00	Return £34.10	Return £33.15
TO YOKOHAMA.....	\$30.00	\$30.00	\$10.00	Return \$30.00	Return \$20.00
TO KOBE.....	\$35.00	\$35.00	\$10.00	Return \$35.00	Return \$25.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
 YOKOHAMA & KOBE.....PRINZ SIGISMUND.....MONDAY, 2nd July.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....BAYERN.....WEDNESDAY, 4th July.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....PRINZ REGENT LUITPOLD.....WEDNESDAY, 18th July.
 * Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & S. S. Co., T. K. K. and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON.....	£62. 0. 0.
TO BREMEN.....	63. 10. 0.
TO PARIS VIA CHERBOURG.....	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR.....	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 29th June, 1906. [19]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. J. and Watkins.

Yokohama, May 23rd, 1905. [39]

"MINIMAX" HAND

FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.
 LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS.

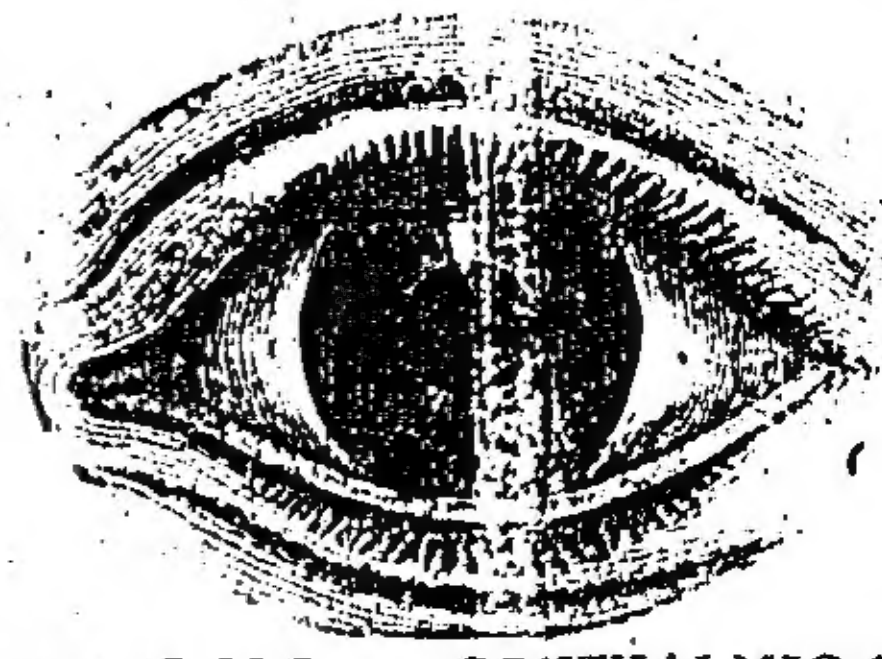
The most effective of all Hand Fire Extinguishing Apparatus.
 NO PUMPS. NO HOSE. AUTOMATIC.
 Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.
 Guaranteed to remain in working order for any length of time.
 SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size. Hongkong, 10th May, 1905. [33]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.
 8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
 22, John Street, Bedford Row, W.C. 59, Bentinck Street. 565, Nanjing Road.
 Hongkong, 27th November, 1905. [48]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."
 SAILS every SUNDAY, TUESDAY and THURSDAY, AT 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUOHING, TAKHUNG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO. HONGKONG.

Hongkong, 23rd December, 1905. [14]

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE
 BETWEEN
 JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.....	JAVA	First half July	JAPAN VIA SHANGHAI	First half July
TJIMAH.....	JAPAN	First half July	JAVA PORTS	First half July
TJIPANAS.....	JAPAN	Second half July	JAVA PORTS	First half August
TJILATAP.....	JAVA	Second half July	JAPAN VIA SHANGHAI	First half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LINE.
 Telephone No. 375,
 YORK BUILDINGS, 1st Floor,
 Hongkong, 19th June, 1906. [15]

Des Vœux Road.
Hongkong, 20th June 1906.

**PORTRAITS, GROUPS and EN-
GING and COPYING in all Sizes**
**LARGE SELECTION OF VIEWS ALWAYS
ON HAND.**
PRICE VERY MODERATE.
Wongkong, 14th September, 1903

[65] Hongkong, 11th June, 1905. Manager.

and the wonderful discoveries in ancient postal systems of treasure-trove worth thousands of pounds there are, of course, many tales, and some of these are by no means legendary. If you were a Napoleonic soldier carried a possible mail-bag in his knapsack, so may every young collector board a Blue Mauritius steamer in his swag-bag, and he will probably find a faithful record of his uncle's swag-bag. But the most beautiful stamps, both in design and execution, are usually the least valuable, possibly because they are mostly issued, rather with a view to being bought up by collectors than being put into useful circulation. There are many and so unnecessary, indeed, that they are surely surcharged with the value of the stamps of certain of our colonies that the then Colon Secretary found himself obliged to reprimand stern protest on the matter. But it will seem that at very small expense the collector of imperfections can gather an interesting if not a valuable collection, and it is probably because this that the hobby is such a favorite with the young class. Many, too, seize the opportunity of illustrations, such as the continent of Africa, and others some confine themselves to the drawing of ancient persons to use. The

Hongkong, 25th June, 1966,

Queen's Road Central
Hongkong, 27th June, 1906.

(41) | Hongkong, 15th September, 1903

(65) Houghton, 11th June, 1905.

17. Number of specimens _____

[illegible]

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Intimations.

A. S. WATSON & CO., LIMITED.

AERATED WATER MANUFACTURERS.

In the manufacture of High Class Mineral Waters the following are essential—
PURE WATER.

UP-TO-DATE PLANT.

THE BEST OF MATERIALS AND EXPERT MANIPULATION.

All these conditions are obtained in Waters of our manufacture. **Absolute Purity.** Repeated analyses both locally and at home guarantee this.

Up-to-date Plant. Our policy is to continually introduce every modern improvement in machinery and appliances and although such changes are invariably costly in the first instance the results attained in **Perfect Aeration** and economies in working justify them.

The Finest Materials only are used.

English Experts manage our factories, and our **Waters** are acknowledged by leading English Makers to be equal to those of their own manufacture.

These results have only been obtained through constant experiment; the adverse climatic conditions of Tropical Climates for the successful manufacture of high Class Aerated Waters, necessitating special study.

Our Stone Ginger Beer is the only successful production of its kind in Tropical Countries. It at once became popular and increasing sales testify to increasing popularity. Brewed from the finest Jamaica Ginger it is perfectly wholesome and is an ideal summer beverage.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

Hongkong, 21st June, 1906.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

BEER

PILSENER.

CROWN LABEL.

\$13.00

Per Case of 4 Dozen Quarts.

\$19.50

Per Case of 8 Dozen Pints.

CASH LESS 10%.

CREDIT LESS 5%.

Hongkong, 29th June, 1906.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$80 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger.

On copies sent by post an additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 29, 1906.

PATERNAL LEGISLATION.

From the debates which have taken place in the British House of Commons it is quite clear that a large section of the Liberal party is thoroughly in favour of abolishing the Indian opium trade with China, and is determined to bring about that condition despite all financial considerations. A resolution was submitted to Parliament on the 30th of May by a private member to the effect that the House "reaffirms its conviction that the Indo-Chinese opium trade is morally indefensible and requests His Majesty's Government to take such steps as may be necessary for bringing it to a speedy close." It was argued that under the Treaty of Tientsin, 1858, the Chinese were compelled to admit opium through the treaty ports, subject to a duty of 30 taels per picul, and that was tantamount to a flagrant violation of all moral principles. A Royal Commission was appointed to collect evidence on the subject some time ago and it published five volumes dealing with the Indo-Chinese traffic, but its conclusions were influenced by the executive Government of India—at least, such was the allegation of the opium reformers. Of course, it is a simple matter for irresponsible enthusiasts to propound schemes for the amelioration of the human race at a moment's notice, but a condition of affairs which has prevailed for decades cannot be altered without seriously affecting national and private interests. Mr. John Morley, the Secretary of State for India, reminded the House of Commons that the opium trade was of considerable financial importance to India, for it brought in a revenue of some £3,000,000 to the Indian exchequer and he asked how they were to replace it? Referring to the report of the American committee which investigated the matter, he observed that "the American report distinctly said in five or six places that it could find no evidence whatever that China, whatever she might have been in those years to which his hon. friend referred to, was very anxious to get rid of this pestilential evil." And that is an opinion which many in the Far East will candidly endorse. At the same time, Mr. Morley made it apparent that the Government was prepared to consider any plan suggested for the restriction of the importation of opium brought forward by the Government of India, and the result of that statement was found in the telegram which we published the other day from our Shanghai correspondent, stating that the British Government had intimated to the Waiwupu that arrangements would be made to prohibit the exportation of British manufactured morphia to China, provided that the Chinese Government undertook to prevent the manufacture of native morphia and the importation of the drug from other countries. The Waiwupu has agreed to these conditions, with the result that the first step has been taken towards the restricting of the opium habit. The logical sequel to this measure of reform in the Indo-Chinese opium trade must naturally be an extension of the scheme to those British colonies in which the majority of the population is Chinese. For it would be absurd to expect that through the instrumentality of the Indian Government the Chinese in Canton were restricted in their indulgence in the opium habit, while their friends in Hongkong and Singapore suffered no such restriction. The opium evil certainly exists but it cannot be eradicated by Act of Parliament, for the devotee will as certainly obtain the drug in one form or another as the debauchee will obtain alcohol. Moreover, the opium trade is of immense consequence to these colonies in the Far East, for the greater part of their revenue is derived from the monopoly which is farmed out. To impose a check on the consumption of opium would create a very serious situation, and probably enormously enhance the cost of living in this part of the world. There is no doubt, however, that what may be termed the moral regenerators are in power at home, and whether they can influence the Colonial legislatures to interfere with the Opium Farms remains to be seen. The resolution moved in Parliament was carried, so that we may be prepared for any development along the lines indicated.

LOCAL AND GENERAL.

ONE case of plague is the number reported for today.

INSPECTOR Gourlay charged two coolies before Mr. H. H. J. Gompertz, at the Magistracy, this morning, for having on 23rd June assaulted Mrs. Aoki, of No. 4, Leighton Hill Road, with intent to rob. They pleaded not guilty, and the case was adjourned.

P. H. MURRAY, an engineer, of No. 165, Wan-chai Road, proceeded against a coolie named Ho Sz, before Mr. H. H. J. Gompertz, at the Magistracy this morning, for being in the servant's quarters of his house, yesterday, without permission. "I did not have his permission," said defendant, "but I got the permission of the servants." His Worship imposed a fine of \$5.

SERGEANT Gordon, of No. 7 Police Station, placed twelve coolies before Mr. F. A. Hazeland at the Police Court to-day; the two leaders being charged with keeping a common gaming house at No. 23, Lo Shing Street, and others with gambling on the premises, yesterday. His Worship fined the first two coolies \$100 each, with the alternative of two months' hard labour, and the remainder \$5 each.

Messrs. Gibb, Livingston & Co., the agents in Hongkong of the Northern Assurance Company, send us a copy of the annual report, from which it appears that the company is in a very flourishing condition. In the fire department the premiums last year amounted to over a million pounds sterling and the losses to 48 per cent. of the total. The life department also had a satisfactory year.

An accident occurred in the old military prison, near the cricket ground, yesterday afternoon, and a workman was removed to Tung Wah Hospital suffering from rather serious injuries about the head. It appeared that the coolie was at work on the roof of the building and he lost his balance and fell into the floor below. He struck his head on some planks in descending and his *foh* had him removed to hospital.

THE case in which the master of a trading junk was charged with killing a *foh* on a fishing junk was concluded at the Police Court this morning. It will be remembered that this case arose out of a collision between the two junks off Stonecutter's Island, and the force of the impact caused the *foh* to fall into the sea and he was drowned. His Worship committed the prisoner to take his trial at the Criminal Sessions.

HON. William T. Fee, U.S. Consul at Bombay, India, has been transferred to the Consulate General at Manchuria, where he will replace the Hon. Fleming D. Cheahire, the original appointee to that post. Mr. Cheahire is now appointed a Consul-General at large, and in that capacity will serve as Inspector of U. S. Consulates in the Far East. Mr. Fee is a lawyer by profession and was U.S. Consul in Bombay for the past seven years.

By kind permission of Lieut.-Col. A. G. Fittion, D.S.O., and Officers, the Band of the 2nd Batt., "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, on Saturday, 30th inst.:

March—"Kaiser, Frederick".....Fredemann
Overture—"Bass and Dichter".....Vardi
Selection from—"Alfa".....Vardi
Valse—"Blue Danube".....Strauss
Morceau Mignon—"Faut d'Amour".....Elgar
Three Dances from—"Henry VIIIth".....German
Selection from—"Three Little Maids".....Rubens
God Save the King.

THE Building Authorities summoned Mr. A. M. Rosa Pereira, secretary of the Club Lullano, before Mr. F. A. Hazeland, at the Police Court this forenoon, for failing to comply with the requirements of the Public Health and Building Ordinance, which required of him to submit a notice in writing of his intention to proceed with certain works, *i.e.* reinstatement of a balcony attached to the Club. When the case was called on, Mr. Edwards, of the P.W.D., who prosecuted, asked that the summons be withdrawn. His Worship granted the request accordingly.

In Summary Jurisdiction this morning, his Honour Mr. A. G. Wise, Puisne Judge, gave judgment with costs for plaintiffs in the case in which Messrs. Carlowitz and Co., sued the Fuk Lee firm, and Fuk Kam Chun, a partner therein, for the recovery of \$303.10, damages sustained by plaintiffs by reason of defendant's breach of contract in not taking delivery of certain boxes of gas imported under contract for the defendants by the plaintiff firm, as recorded in our issue on Wednesday evening. The judgment was given less the survey fee, as the cases being damp and discoloured, the defendant was entitled to a survey, and also less the usual 2% commission.

A CORRESPONDENT, residing in the Eastern district, writes:—"Can you tell me, sir, where are the police at East Point? This is a question that has not only conquered me but many others in this Colony. There seems to be a house full of men at No. 2 Police Station, but why are they not to be found when wanted? Why are Leighton Hill and Morrison Hill Roads unknown to them? Is it because it is so near to the station that they are able to hear and know what is going on there? If so, what about the outrage at 4, Leighton Hill Road? Then I suppose they knew all about it, but could not be there in time to catch the mess red-handed. It is very seldom a policeman is seen on these two roads and when one is there it is only a passing *lubong*, who is even too tired to walk. If the police would pay less attention to inoffensive hawkers and keep an eye on serious crime they would not only be doing their duty but protecting ratepayers' lives and property."

HONGKONG GENERAL CHAMBER OF COMMERCE.

Minutes of a monthly meeting of the General Committee of the Hongkong General Chamber of Commerce held in the Chamber Room, St. George's Building, on Wednesday, 20th June, 1906, at 3.45 p.m. President—Hon. Mr. E. A. Hewett (chairman), Mr. A. G. Wood, (vice-chairman), Hon. Mr. W. J. Gresson, Messrs. A. Haupt, H. E. R. Hunter, D. R. Law, G. H. Medhurst, H. E. Tomkins and A. R. Lowe (secretary).

NEW MEMBERS OF COMMITTEE. The Chairman expressed the pleasure the Committee felt at Mr. Gresson being able to rejoin them and at Mr. Hunter's acceptance of office during the absence of Mr. J. R. M. Smith.

MINUTES. The minutes of the monthly meeting held on the 9th ultimo and of the special meeting held on the 15th ultimo were read and confirmed.

NEW ZEALAND INTERNATIONAL EXHIBITION. The following correspondence was recorded:—Colonial Secretary's Office, 18th May, 1906.

Sir,—I am directed to send you for the information of your Chamber a copy of a letter from the Premier of New Zealand introducing Mr. John Graham Gow, representative of the New Zealand International Exhibition to be held at Christchurch, for such action as your Chamber may consider desirable.—I have &c., (Sgd.) T. SERCOMBE SMITH, Colonial Secretary, The Secretary, Chamber of Commerce.

[Enclosure] New Zealand, Wellington, 10th January, 1906.

Sir,—I have the honour to present to you Mr. John Graham Gow, who has been appointed Official Representative, for the East, of the New Zealand International Exhibition, which is being held at Christchurch, during the period of November, 1906, and April, 1907.

Mr. Gow is visiting Hongkong with the object of inducing the Government of that Port to take part in the Exhibition by making a representative exhibit of the Arts, Products, and Manufactures of Hongkong. At the same time, Mr. Gow will also interview manufacturers and exporters, with the view of inducing them to take part in the Exhibition.

I shall be much obliged if your Excellency will grant your kind offices to assist Mr. Gow and to introduce him to the proper authorities to enable him to successfully carry out the work connected with his appointment. Any assistance you may be able to render him will be very much appreciated.—I have &c., (Sgd.) J. G. WARD, p. Premier.

His Excellency Sir M. Nathan, K.C.M.G., Hongkong, Hongkong Chamber of Commerce, 23rd May, 1906.

Sir,—I am instructed to acknowledge the receipt of your letter of 18th instant with enclosure regarding the proposed New Zealand International Exhibition to be held at Christchurch between November, 1906, and April, 1907.

My Committee are of opinion that there is barely sufficient time in which to make arrangements for sending under Government supervision an adequate assortment of goods which would thoroughly represent the trade of the Colony at this Exhibition, but they consider it advisable that the Registrar-General should explain to the Chinese Guilds and Merchants the advantages to be derived from being properly represented thereat.

Up to the present there is no direct trade between the two Colonies from this end; but, as there are a number of Chinese residents in New Zealand, doubtless a stimulus would be given to this Colony's export such as bamboo, basket, pewter, brass, foodstuffs, ivory, lacquer, oil, silk and silver articles, if the Chinese interested in these productions can be induced to send exhibits to form a small court.

I may state that a circular is being issued to members of this Chamber directing attention to the fact of the representative of the New Zealand Exhibition being now in the Colony, and his willingness to enter into negotiations with intending exhibitors.—I have &c., (Sgd.) A. R. LOWE, Secretary.

Hon. T. Sercombe Smith, Colonial Secretary, BILL OF EXCHANGE STAMPS.

The following correspondence took place:—Colonial Secretary's Office, 18th May, 1906.

Sir,—I am directed to state that a proposal has emanated from the Colonial Treasurer that bills of exchange from \$10 to \$250 should in the future be stamped with an embossed stamp on the original of a set and with an impressed stamp on the duplicate as in the case of cheques, and to invite an expression of opinion from your Chamber on the proposal.—I have &c., (Sgd.) T. SERCOMBE SMITH, Colonial Secretary.

The Secretary, Chamber of Commerce, Hongkong Chamber of Commerce, 15th May, 1906.

Sir,—I am instructed to inform you that your letter of the 1st instant inviting an expression of opinion on the proposal of the Colonial Treasurer to substitute an embossed stamp of 5 cents on the original and an impressed stamp of 5 cents on the duplicate of Bills of Exchange from \$10 to \$250 instead of 3 and 5 cents, respectively, has been considered by my Committee and they see no reason why the alteration should not be made.—I have &c., (Sgd.) A. R. LOWE, Secretary.

Hon. T. Sercombe Smith, Colonial Secretary, METRIC SYSTEM OF WEIGHTS AND MEASURES.

A letter was read from the Decimals Association expressing thanks for the Chamber's donation to the Parliamentary Campaign Fund and gratification that the Hongkong Delegates at the forthcoming Congress of Chambers of Commerce would support the resolution favouring the adoption of a metric system of weights and measures throughout the Empire.

SIXTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

The following letters were read:—Hongkong Chamber of Commerce, 2nd June, 1906.

Dear Sir,—With further reference to my letter of 7th April last inviting your attendance at the 6th Congress of Chambers of Commerce of the Empire I regret to inform you that the Committee have no further information of the actual resolutions to be brought before the Congress. Doubtless they are on the way and when received a cable will be sent you through the Hongkong & Shanghai Bank should the Committee deem it necessary to record their vote in any particular resolution.

Before leaving Hongkong Mr. Gershom Stewart had an interview with the Committee and knows the attitude they take up on some of the questions likely to be raised. Mr. Dickson only left on Wednesday last via Canada and will not arrive in time to attend the Conference, but your Committee of four will without doubt cable me if there are any points on which they think my Committee should decide for themselves.

I enclose a copy of the Chamber's 1905 Report just issued.—I am, &c., (Sgd.) A. R. LOWE, Secretary.

Sir Thomas Jackson, Bart., Hongkong & Shanghai Banking Corporation, London, Hongkong Chamber of Commerce, 15th June, 1906.

Dear Sir,—I am in receipt of your letter of 17th May now in circulation amongst my Committee, stating that the preliminary programme being already in my hands my Committee would doubtless communicate their views to the Hongkong Delegates by wire. Nothing has come to hand since your circular invitation was received so I conclude it has miscarried, and unless Singapore or Shanghai can favour me with one of theirs I am afraid it will be too late to instruct the Hongkong Delegates unless they cable for instructions on any particular point.—Yours faithfully, (Sgd.) A. R. LOWE, Secretary.

Kénic B. Murray, Esq., Secretary, Congress of Chambers of Commerce, London, E.C.

The Secretary reported that Mr. R. Chatterton Wilcox had written to accept the invitation to act as one of the Hongkong Delegates and that letters have been despatched to the Shanghai and Singapore Chambers asking for the loan of copies of the Conference programme.

REGISTRATION OF PARTNERSHIP. The Chairman said that at the Legislative Council meeting on 17th May, last, he had expressed the views of the Committee of the Chamber that the motion brought forward by Hon. Mr. H. E. Pollock, K.C., should be withdrawn, pending the introduction of a Bill showing the scope of the resolution.

Mr. Pollock had accepted that view and it was understood a draft Bill would in due course be introduced and H. E. the Governor had promised the Chamber of Commerce should then have an opportunity of expressing an opinion on the subject.

CURRENCY QUESTION.

Correspondence with the Star Ferry Company, Limited, and the Shanghai Chamber of Commerce was read and approved.

LATE DELIVERY OF MANCHESTER GOODS. The following letter with enclosure was read:—

Liverpool Chamber of Commerce, Liverpool, 9th April, 1906.

Dear Sir,—I enclose extract from a letter received at this Chamber from a member, on the above named subject.

I should be glad if you would kindly let me know the views of your Chamber with regard to the proposal referred to by my correspondent.—I am, &c., (Sgd.) THOMAS W. BARKLEY, Secretary.

The Secretary, Chamber of Commerce, Hongkong.

CHINA: LATE DELIVERY OF GOODS BY MANUFACTURERS.

"At the present time the law here does not admit of any compensation for goods late against contract, but we understand that some merchants in Manchester are taking this matter up, as under present conditions the temptation is open to unscrupulous manufacturers and others to delay goods in order to sell to advantage to others on a rising market. We are informed that it is proposed that one month's grace should be allowed, but if over one month a penalty of 5% ad valorem should be exacted. We think if the Hongkong, Manchester, Liverpool and Bradford Chambers would come to some decision on this point, it might be possible to institute the clause we have mentioned.

"We shall be glad of your opinion on this subject."

The Secretary reported that a circular letter had been issued embodying the above to the piece goods firms and several replies had been received in favour of the proposal, but intimating that it hardly went far enough.

It was decided to form a sub-committee composed of representatives of some of the firms mostly interested to see whether some workable solution could not be arrived at.

This concluded the business before the meeting.

THE puller of a Kowloon ricksha was this morning, at the Police Court, summoned by Sergeant Appleton for demanding more than his legal fare, at Yau-mat, a few days ago. Evidence was heard, and it was said that the sergeant's interpreter at Yau-mat Police Station engaged defendant's ricksha to go to Mongkok, a ten minutes' drive. On arrival at his destination, defendant was tendered five cents. He threw the money at the interpreter and demanded ten cents. The sergeant who was passing at the time, took the coolie in charge and summoned him. Mr. F. A. Hazeland fined the coolie \$10.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

CHINESE POSTS.

PROPOSED CHINESE COMMISSIONER.

FOREIGN POST OFFICES TO BE ABOLISHED.

[From Our Own Correspondent.]

Shanghai, 20th June, 2.25 p.m.

The Chinese Government, it is reported, has decided to appoint a Chinese Postal Commissioner, who will carry on the system of Post Offices established by Sir Robert Hart.

The Commissioner, it is added, will attempt to abolish the Post Offices and postal services at present controlled by the various Powers in China, and undertake the entire work of collecting and distributing postal matter in Chinese territory.

A PRISONER'S ESCAPE.

EVADES THE POLICE IN HOSPITAL.

Chan Hing, a coolie, well known in the Victoria Gaol, was released some three weeks ago, taken to the detective department where his description was recorded, and subsequently banished from the Colony. A few days later Chan returned to Hongkong, and during the small hours of the morning entered No. 221, Queen's Road West, to see what he could find. There was nothing of any great value in the room and Chan tried to remove the blanket off one of the inmates who was fast asleep. This awoke the sleeper and he pursued Chan. Chan it will be remembered, in attempting to cross the verandah to another house, lost his footing, and fell on a ricksha which was lying in the side-channel, fracturing his skull. He was removed to the hospital and a *luk-ye* was detailed to watch the rogue. He was in the hospital for about a fortnight, and one night when probably the *luk-ye* was asleep Chan escaped from custody. A search was made, but the fugitive could not be found. Last night, however, a policeman noticed a coolie walking along the road in the Central district, and as he was suspicious that the coolie was not abroad for any good purpose, the man was asked to lead the way to the Central Station. There inquiries were made as to the man's antecedents, and it was learned that the man they had in charge was no other than the notorious Chan Hing. He was then charged with being found in No. 221, Queen's Road West, about a fortnight ago, with the intention of committing a felony, and also with returning from banishment. He came before Mr. H. H. J. Gompertz, at the Police Court this morning, and pleading guilty to both charges was sentenced to six weeks' hard labour and six hours' stocks on the first charge. For returning from banishment he has to undergo a further sentence of twelve months' hard labour and six hours' stocks, both sentences to run concurrently.

A LAZY DIVER.

RAN AWAY FROM WORK.

In Summary Jurisdiction this morning, his Honour Mr. A. G. Wise, Puisne Judge, presiding, E. S. Gibbyn, Esq., T. S. Morton, for the recovery of the sum of \$1,000, money deposited for work to be done by the defendant for the plaintiff.

The plaintiff stated that in January, 1905, he entered into an agreement, duly signed and executed, with the defendant for the removal of the wrecked s.s. *Takshan*. Plaintiff paid defendant in advance \$1,000. Subsequently he found that the work had been suspended, or, in fact, nothing had been done, and the defendant had run away, and left the work.

His Honour: What did he run away for? Plaintiff: Because he was lazy, I suppose, my Lord.

The case being proved, judgment was given for plaintiff with costs.

SHIPPING AND MAILES.

Canadian (*Montreal*) 1st prox.
Canadian (*Empress of Japan*) 3rd prox.
German (*Hayn*) 4th prox.
American (*Hongkong Maru*) 7th prox.
Indian (*Nansang*) 11th prox.
Canadian (*Tartar*) 17th prox.
American (*Korya*) 18th prox.

The Boston S. S. Co.'s s.s. *Asanumut* arrived at Yokohama on 28th inst.

The N. G. S. S. Co.'s s.s. *Ischia* left Singapore for Hongkong yesterday, and may be expected here on 4th prox.

The O. & O. S. S. Co.'s s.s. *Siberia* arrived at San Francisco on 24th inst., and the *Copito* sailed on the 27th inst.

The C. P. R. Co.'s s.s. *Monteagle* arrived at Shanghai at 4 a.m. on 27th inst., and left again at 10 p.m. same day, for Hongkong, where she is due to arrive at 6 a.m. on 1st prox.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Nagasaki at 7 p.m. on 28th inst., and left again at 6 p.m. same day, for Shanghai, where she is due to arrive at 6 a.m. on 30th inst.

The Silk ex R.M.S. *Empress of China* which left Hongkong on 30th ult., and Yokohama on 31st inst., arrived at New York on 27th inst., thus making a transit of 27 days from Hongkong and 18 days from Yokohama.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

COLLIERY EXPLOSION.

SERIOUS LOSS OF LIFE.

FIVE KILLED AND EIGHTEEN INJURED.

[From Our Own Correspondent.]

Shanghai, 29th June, 2.25 p.m.

News has just arrived to the effect that a serious explosion has occurred in a colliery at Fukuoka.

Five miners were killed outright and eighteen injured.

[Reuter's.]

The Native Trouble in Natal.

LONDON, 27th June.

The rebels in Natal have been largely reinforced by impi from the Mapumulo district to the number of 2,500.

The Education Bill.

The minority of yesterday's division included 70 Nationalists, 27 Liberals, and 19 Labourites.

The Liberals consider that the passage of the Bill is now assured.

The Conservatives urge the Government to abandon a measure which has become a hopeless jumble.

Later.

The Tintah Incident.

Four of the villagers who assaulted the British officers at Tintah, in Egypt, have been sentenced to death, four to penal servitude for life, and twelve to various terms of imprisonment.

A number will receive fifty lashes, to be carried out where the assaults were committed.

Severe Earthquake in South Wales.

A severe earthquake has occurred in South Wales.

The houses rocked and the inhabitants fled in panic.

At Swansea, Newport, Cardiff, and the neighbouring villages chimney stacks fell in all directions.

Many people were injured and there has been serious loss to property.

NEIGHBOURS IN COURT.

THE POINTER'S PENCHANT.

Fernando Musso, of No. 12, Bonham Road, was summoned on remand at the Police Court this morning, before Mr. H. H. J. Compert, charged with keeping a ferocious and unmuzzled dog in his premises. The dog, which is a four-month-old pointer, may be stated, first bit a painter on the thigh and that person was compensated for any inconvenience he was put to. Later on in the afternoon, Master George Wing, the son of the next door neighbour, was playing cricket and hit a boundary. He ran into defendant's garden to recover his ball, where it had been slogged, and as he was leaving it defendant's pointer chased the boy. The lad took fright and ran too, and the dog sprang on him and bit him. George had to be taken to the doctor on several occasions and it was said defendant offered compensation, but it was refused by Mrs. Wing, who wanted the dog destroyed. This Musso would not do and he was summoned. The doctor's bill was produced and totalled \$74.

His Worship—Is this dog muzzled now?

Defendant—Yes, your Worship. After all there has been no offence and the police have no right to summon me. There is no offence in the first bite.

Mrs. Wing—The dog was not muzzled yesterday.

Defendant—The dog was tied up, your Worship.

Mrs. Wing—If this man is willing to pay, why cannot it be settled outside?

His Worship—I will allow the case for a fortnight to allow it to be settled outside.

Mrs. Wing—How is it to be settled?

His Worship—That's for you to decide.

AN UNRULY WOMAN.

REFUSES TO PAY VEHICLE HIRE.

Before Mr. H. H. J. Compert, at the Magistrate's court this morning, a female passenger who arrived by the s.s. *Arcadia* from the north, was charged with being drunk and disorderly, yesterday, and refusing to pay vehicle hire. A European constable said that while on duty in Queen's Road Central, yesterday afternoon, he saw defendant drunk in a ricksha. He stopped the vehicle and asked defendant where she was bound for. She got very disorderly, using abusive language, and refused to pay her ricksha. She also slapped the officer on the face. She was put in a chair and removed to the lock-up.

There it was ascertained that she had no money. The ricksha coolie said that defendant engaged his vehicle at nine o'clock yesterday morning and at three o'clock, when he wanted to hand her over to the other coolie, the defendant would not leave his vehicle, nor would she pay.

Defendant—How could I engage the ricksha at nine o'clock when I left the *Arcadia* at eleven?

Witness—It was nine o'clock when you engaged me.

Defendant said the warm weather was the cause of the whole affair. The British Consul at Shanghai said her passage to this Colony, and it was her intention of seeing the military authorities to secure some money by which to continue her passage home.

His Worship ordered her to pay \$1 to the ricksha coolie as compensation, and imposed a fine of \$5.

SPECIAL CRIMINAL SESSIONS.

ALLEGED MURDER.

VERDICT MANSLAUGHTER.

A special Criminal Session was held this morning in the Supreme Court, his Honour Sir Francis Pigott, Chief Justice, presiding, to try the case of *Tai Yung Choi*, a Cantonese coolie, who was charged with the murder of *Ng Yung Choi*, another coolie, on board the s.s. *Indravelli*, on the 18th inst., on the high seas, one day out from Hongkong.

The Hon. Sir Henry Leakey, Attorney General, instructed by Mr. G. E. Morrell, of Messrs. Denny and Bowley, Crown Solicitors, prosecuted, and Mr. H. G. Calhoun, instructed by Mr. P. W. Goldring, of Messrs. Goldring and Baylow, defended.

Prisoner pleaded "not guilty."

The following jurymen were impanelled: Messrs. George William Gegg (foreman), Leslie James Blackburn, Joseph Sassoon Gubbay, George R. S. Forsyth, Robert Brydon Wood, Malcolm Manuk, and Charles Haywood.

The Hon. the Attorney General said that the prisoner was charged with the murder of one *Ng Yung Choi*, on the high seas, on the 18th inst. The prisoner and the deceased were a nong a lot of coolies returning from South Africa, where they had been working in the mines. On the morning of the 18th inst., when the s.s. *Indravelli* was on her way from Singapore to Hongkong, cries of "save life" were heard, and the passengers were awakened. Some of them went to see what was the matter, and they found deceased lying on the deck, with the prisoner standing over him, and covering him with a blanket, and preventing anyone from coming near them. Mr. Whiting, who was in charge of the coolies, was then called, and on going to the spot he found the man lying dead, with two stab-wounds on his breast in the region of the heart. No knife could be found, and it was presumed that the prisoner had thrown it overboard. The prisoner was then placed under arrest, and he made a confession that he did the stabbing as the result of a quarrel. During the voyage up from Durban it was alleged that there had been some friction between the prisoner and the deceased over some money disputes, and this culminated on the 18th inst., when the prisoner once again demanded from the deceased the payment of certain money which were long due to him. Deceased refused to pay the amount demanded, and a considerable amount of argument ensued, the prisoner eventually offering a considerable rebate if the deceased would pay him a portion to enable him to join in a gambling game then in progress. Deceased refused to make the payment, and instead, drew a knife, and threatened the prisoner, who then swung round and stabbed the deceased in the breast with the deceased's knife. The facts would be borne out by the witnesses he would call, and it would be for the jury to consider whether it was a case of murder or manslaughter.

One of the witnesses who had given evidence at the preliminary trial, Dr. L. W. Cock, medical officer of the s.s. *Indravelli*, being now ill to attend Court, Dr. Bell, resident surgeon of the Government Civil Hospital, was called to testify to the inability of Dr. Cock to attend.

Dr. Lawless, chief medical superintendent of the s.s. *Indravelli*, spoke to viewing the body and finding two wounds in the thorax, either of which alone would have been sufficient to cause death. In his opinion there were present no other conditions from which death would have been likely to occur. Death, in his opinion, was due to the stab-wounds alone. There were no other marks of violence on the body. He did not hold a *post mortem* examination of the body, as he considered the cause of death sufficiently obvious without that.

Mr. Whiting, the superintendent of the returning coolies, spoke to finding the body of the deceased lying on deck and prisoner standing by him, and trying to hide the wounds, and keeping everyone from approaching, saying that the deceased was drunk. There was blood on the prisoner's hands, jacket and pants. He was then arrested.

Further evidence was then heard in corroboration of the above, and it was stated that after the stabbing affray the coolies were mustered, and then it was found that one of the coolies, named "Chan" was missing, and had not been seen since.

Ching Ling, a Rand-mine interpreter, and a passenger on the s.s. *Indravelli*, said he saw the prisoner trying to hide himself and the deceased under a blanket, saying that the deceased was a great friend of his, and was then very drunk. Quite near them was a port, and it was open; it was quite large enough to allow a man to get through.

The evidence for the prosecution having been heard, the Attorney-General closed his case, and said he had nothing to add to what he had already said in his opening address to the jury.

Mr. Calhoun submitted that, on the evidence, there was no case to go before the jury. The only evidence was that of the man's own admission, but that had to be taken as a whole with the evidence that he was assaulted and that it was on account of the assault that he did what he said he did. There was no case of murder to go to the jury, but he must admit that there might be a case of manslaughter.

His Honour: There was evidence that there was no previous quarrel among anyone else, and there was the evidence of the interpreter, and the man's own conduct and admissions.

Mr. Calhoun said then, there was another point, and that was the question of jurisdiction. This was a crime committed on the high seas, and there was no evidence that the prisoner was a British subject. There was, in fact, no evidence either way.

The Attorney-General said it was on a British ship on the high seas, and that constituted sufficient jurisdiction. It was immaterial whether the prisoner was a British subject; the prisoner committed a crime on a British ship, and that was enough for this Court. It was unnecessary to prove anything about his nationality, but if it was, there was sufficient evidence that the man was a Cantonese Chinaman.

His Honour: There is ample evidence that the man was not a British subject. He was a Cantonese Chinaman recruited to work in the Rand mines.

Mr. Calhoun submitted that that proved nothing; Hongkong coolies might be recruited, or men from the New Territories.

The Attorney-General said this Court had jurisdiction, as all the Admiralty Court laws and powers were vested in this Court.

Addressing the jury Mr. Calhoun said that the evidence against the prisoner was of the most meagre description, but it had been made the most of against him, and one point sought by the prosecution to further blacken the case against the prisoner, was the fact of the disappearance of another coolie from the vessel. But the defendant knew nothing about that, and it was not for him to explain such mysterious disappearance.

Mr. Calhoun quoted the law distinguishing manslaughter from murder, and, continuing, he said a point in the man's favour was that immediately after the occurrence the man made a statement admitting what he had done, without attempting to say he knew nothing about it. "Self-defence was the first law of nature," and whatever the prisoner had done he had done in self-defence, and he submitted that the jury could not convict the prisoner either of murder or manslaughter.

His Honour briefly summed up, reviewing the evidence, and pointing out the law.

The jury, after consultation, returned a verdict of manslaughter, and added a rider, strongly recommending the prisoner to mercy, as the crime was committed under grave provocation.

The Attorney-General: There is no evidence of provocation.

His Honour: I think I have the right to say that I am dissatisfied with the verdict.

Addressing the prisoner his Honour sentenced him to seven years' imprisonment with hard labour.

MESSRS. BUTTERFIELD AND SWIRE SUMMONED.

ALLEGED OBSTRUCTION OF MURRAY PIER.

At the Magistrate's court this afternoon, before Mr. F. A. Hazell, Messrs. Butterfield and Swire were summoned on remand by the police for obstructing Murray Pier on the 19th inst. with their launches *Tai Koo Fok*, *Aeolus*, *Sin Tai Koo*, and *Tai Koo*. The owners of the launch *Morning Post* were also summoned for a similar offence.

Mr. G. C. C. Master, of Messrs. Johnson, Stokes and Master, appeared on behalf of Messrs. Butterfield and Swire, while the coxswain of the *Morning Post* was undefended.

"P. C. 61, sworn, said at 2.15 p.m., on the 19th inst., he was on duty in Connaught Road Central, when he saw the launch *Morning Post* lying off Murray Pier.

Mr. Master said that he was not going to produce any evidence to challenge that of the sergeant's, so it would save time to take all the cases together. Owing to the work on the new dock there was no place for Messrs. Butterfield and Swire's launches to lie unless they go over to Kowloon, which was very inconvenient.

Continuing, witness said that together with the *Morning Post* were Messrs. Butterfield and Swire's four launches. They were lying off Murray Pier steps, and created an obstruction. They obstructed the free access of any boat or vessel attempting to go to the steps of the wharf.

Mr. Master—Did you take out this summons on your own initiative?—No.

Was a complaint made?—Yes.

Whom by?—The Commodore.

Supposing the junks were not alongside the launches at anchor would there not be reasonable free access to the steps?—Yes, if the junks had not been there, then there would be no obstruction.

You have noticed junks frequently lying there, haven't you?—Yes, they are employed by Messrs. Panchard, Lowther and Company.

How many have you seen lying there at a time?—Sometimes three abreast, now and again two, and some time six.

Have there been any other complaints except from the Commodore?—Not as far as I know.

Continuing, witness thought that as Messrs. Butterfield and Swire's offices have their frontages on the waterfront it was reasonable that they should have their launches within easy reach.

If there had been no complaint from the Commodore would you have, on your own, summoned them?—I think I would.

Mr. Master said that as far as the case went his Worship could see that Messrs. Butterfield and Swire had no intention of obstructing the wharf. Messrs. Butterfield had a right to lie off their offices and it was the junks doing Admiralty work that caused the obstruction. The Company are going to slack a buoy west of their offices and there will be no obstruction in the future.

His Worship—But what about the *Morning Post*?

Mr. Master—They are interlopers, your Worship. They're no business there.

Sergeant—The launch does not belong to the *Morning Post*, your Worship.

Coxswain—Yes, it does. It is only rented out. His Worship—Then what do you propose to do?

Mr. Master—As we will have our launches placed at another wharf, we will see that there is no further obstruction.

The coxswain of the *Morning Post* was told that he was not to return to that place. "But I have no other place to lie," he replied.

Mr. Master—As we are leaving there, I think the *Morning Post* can remain. However, I think that if a note was sent to us there would have been no obstruction, your Worship.

His Worship—Did you see Messrs. Butterfield and Swire before issuing the summons?

Sergeant—[saw the coxswain of the launches.]

His Worship—No, no.

Mr. Master—I did not expect the police to do so, but the Commodore might have written to us about it.

His Worship—All I can do now is to adjourn this summons *sine die*, and see there is no obstruction.

Mr. Master—Very well, your Worship. Captain Ramsey will see that they don't lie more than two abreast. If they do it again the coxswains will have to pay their own fines.

His Worship then adjourned the summons *sine die*, which under the circumstances, meant a discharge with a caution.

A SCIENTIFIC TOUR.

MR. C. K. EDMUNDS' JOURNEY.

ON BEHALF OF THE CARNEGIE INSTITUTE.

It was but a couple of months ago that Mr. C. K. Edmunds, a member of the faculty of Canton Christian College, at Honglok, Canton, returned from an extended journey along the entire coast of the Island of Hainan, in pursuance of scientific investigations on behalf of the Department of International Research in Terrestrial Magnetism, Carnegie Institution, Washington, D.C. Mr. Edmunds in his journey to the South was favoured, with exceptional circumstances and crossed the Island of Hainan for its entire length in less than half the time it was anticipated it would take him.

In his recent investigations, through the courtesy of Sir Matthew Nathan, Mr. Edmunds was kindly given the loan by the Hongkong Observatory of all the necessary instruments for correct observation, much material, as must be expected being gathered which furnish valuable data for the construction of Mr. Edmunds's technical report to the Department in Washington. Mr. Edmunds is appointed by the Carnegie Institute the official observer in charge of magnetic survey in China, and is now proceeding on a tour in Northern China as far as Peking. On the way, the observer will visit all the little-known islands on the coast where extensive observations will be carried out. We understand that special facilities have been granted for quick travel to Mr. Edmunds, who will under such conditions be able to cover his ground far more expeditiously than otherwise.

Mr. Edmunds's present expedition will extend over a period of two and a half months. He will be equipped with field instruments for magnetic survey generously lent by the Jesuit Fathers of the Zicawei Observatory, Shanghai. Mr. Edmunds contemplates making his return trip via the Grand Canal, expecting to back in Canton by the third week in September.

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AND SUMATRA PORTS.

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FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"ORESTES"	30th June	
GLASGOW and LIVERPOOL	"OANFA"	2nd July	
GLASGOW and LIVERPOOL	"ASTYANAX"	5th "	
GLASGOW and LIVERPOOL	"LAERTES"	12th "	
GLASGOW and LIVERPOOL	"POLYPHEMUS"	19th "	
GLASGOW and LIVERPOOL	"ACHILLES"	26th "	
GLASGOW and LIVERPOOL	"ALCINOUS"	2nd August	
GLASGOW and LIVERPOOL	"TELEMACHUS"	9th "	
GLASGOW and LIVERPOOL	"PELEUS"	16th "	
GLASGOW and LIVERPOOL	"CHING WO"	23rd "	

HOMEWARD.

FROM	STEAMERS	TO	DATE
LONDON, AMSTERDAM & ANTWERP	"AJAX"	3rd July	
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	10th "	
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	17th "	
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	24th "	
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	31st "	
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	7th August	
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	14th "	
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	21st "	

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EASTWARD.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"OANFA"	5th July	
	"TELEMACHUS"	4th August	

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TRUCER"	12th July	
	"TYDEUS"	19th August	

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th June, 1906.

CHINA NAVIGATION CO., LIMITED.

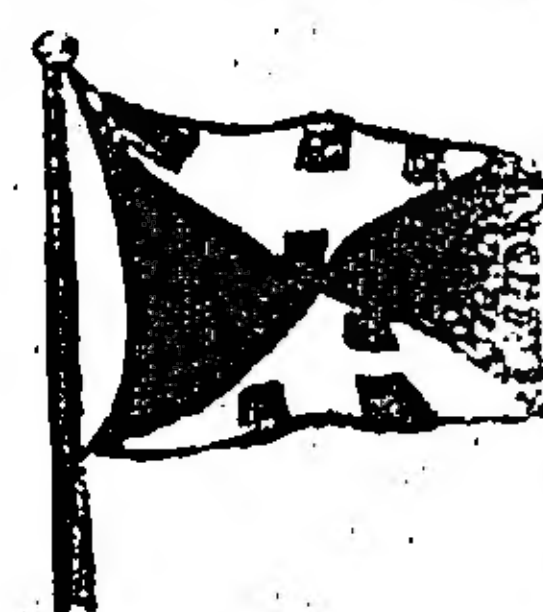
FOR	STEAMERS	TO	DATE
CHINKIANG	"LUCHOW"	30th June	
SHANGHAI	"SHAOHSING"	1st July	
AMOY and SHANGHAI	"KIUKIANG"	3rd "	
MANILA	"TEAN"	3rd "	
CEBU and ILOILO	"SUNGKIANG"	6th "	
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"HUICHOW"	12th "	

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.

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—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 30th June, at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 7th July at Noon.

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HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	Tons	Captain	For	DATE
"ANGLO SAXON"	2540	R. Rodger	NEW YORK	10th July.
"JOHN HARDIE"	2540	R. Almond	"	20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 19th June, 1906.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
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AMERICAN SYSTEM OF DENTISTRY,
37, DES VOGES ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
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REASONABLE FEE.
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ALESIA	YOKOHAMA AND KOBE	3rd July.
SPEZIA	SHANGHAI, YOKOHAMA AND KOBE	9th July.
SAMBIA	SHANGHAI, YOKOHAMA AND KOBE	16th July.
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	23rd July.

HOMEWARD.

STEAMERS	DESTINATIONS.	TO SAIL
RHENANIA	HAVRE, ANTWERP, BREMEN & HAMBURG, and NAPLES for Landing Passengers, (Calling at SPOR, PENANG & COLOMBO).	10th July.
SCHWABZBURG	HAVRE and HAMBURG, (Calling at SPOR, PENANG & COLOMBO).	24th July.
ALESIA	HAVRE and HAMBURG, (Calling at SPOR, PENANG & COLOMBO).	7th August.
SPEZIA	HAVRE and HAMBURG, (Calling at SPOR, PENANG & COLOMBO).	21st August.
SILESIA	NAPLES, HAVRE and HAMBURG, (Calling at SPOR, PENANG & COLOMBO).	4th Sept.

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.
The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washerman.
The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HABSBURG," s.s. "HOHENSTADEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

STEAMERS	DESTINATIONS.	TO SAIL
LYEEMOON	SHANGHAI	29th June, Freight and Passengers.
AMBRIA	SINGAPORE AND CALCUTTA	4th July, Freight.
LYDIA	SHANGHAI AND CHINKIANG	5th July, Freight and Passengers.
DAPHNE	NAGASAKI AND WLAIVOSTOK	End of July, Freight and Passengers.
JTHAKA	SHANGHAI AND CHINKIANG	To follow.
KOWLOON	SHANGHAI AND CHINKIANG	To follow.

* Taking Cargo on through Bills of Lading to Chongchiao, all Yangtze and Northern China ports.
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For steamers of the Coast Service marked † to

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INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SANDAKAN	"MAUSANG"	SATURDAY, 30th June, Daylight.
SIANGHAI	"CHOYSANG"	SATURDAY, 30th June, 4 P.M.
SIPORE, SAMARANG & SOURABAYA	"CHUNSAUNG"	TUESDAY, 3rd July, 3 P.M.
TIENTSIN	"CHEONGSHING"	WEDNESDAY, 4th July, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 6th July, 4 P.M.

† Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan,
Jesselton and Labuan.
* Taking Cargo on through Bills of Lading to Cebu and Yangtze Ports.
* These Steamers have superior accommodation for First-class Passengers, and are fitted
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Steamship	Tons	Captain	To sail at Daylight on
"NUMANTIA"	4,370	Feldmann	July 14th.
"ARABIA"	4,483	Meizenthin	August 14th.
"ARAGONIA"	5,198	Ernst	September 14th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
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Adelaide, New Zealand, Tasmania, &c.)
THE Steamship
"AUSTRALIAN"
Capt. McArthur, will be despatched for the
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at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the Steamer of the Company has
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 19th June, 1906.

UNITED STATES AND CHINA-JAPAN
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FOR NEW YORK via SUEZ CANAL.

THE Steamship

"INDRASAMHA"
Capt. Wilkes, will be despatched as above, on
or about the 30th June.
For Freight apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 29th June, 1906.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENESK,"
Capt. J. Rafferty, will be despatched as
above, on or about the 10th July.
For Freight and Passage, apply to
McGREGOR BROS. & GOW,
Agents.

Hongkong, 19th June, 1906.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR MOJI, YOKOHAMA AND KOBE.
THE Steamship

"EMPIRE."

Captain St. John George, will be despatched as
above, TO-MORROW, the 30th instant, at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the Steamer of the Company has
electric fans fitted in staterooms.
For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 29th June, 1906.

ORIENTAL PACIFIC LINE.

FOR YOKOHAMA AND SAN FRANCISCO.

THE Steamship

"DAKOTAH"

will be despatched for the above Ports, on or
about the 10th of August.
For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 28th June, 1906.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 28th June, 1906, per 5 Mts.

BUTCHER MEAT.

Cents.

Beef—Prime and prime-cut—Mei Lung Pa 10

" Corned—Ham Ngau Yuk 20

" Roast—Shiu 20

" Breast—Ngau Lam 15

" Soup, Tong Yuk 15

" Steak—Ngau Yuk Pa 20

" Serjain—Ngau Lau 30

" Sausages—Ngau Yuk Chang 20

" Bullock's Brains—Know 10

" Tongue fresh—Ngau Li 50

" Corned—Ham Ngau Li 60

" Head—Ngau Tau 60

" Heart—Ngau Sun 12

" Hump, Salt—Ngau Kiu 20

" Feet—Ngau Kiu 7

" Kidneys—Ngau Yiu 10

" Tail—Ngau Mei 17

" Liver—Ngau Con 12

" Tripe (undressed)—Ngau To 12

" Calves' Head and Feet—Ngau-chai-
tau-keok 1.00

" Mutton Chop—Yeung Pui Kwai 24

" Leg—Yeung Pui 24

" Shoulder—Yeung Shau 22

" Pigs' Chittlings—Chi cheong 24

" Brains—Chi Kow 24

" Feet—Chi Kerk 12

" Fry—Chi Chak 12

" Head—Chi Tau 16

" Heart—Chi Sum 8

" Kidneys—Chi Yiu 7

" Liver—Chi Kow 28

" Pork Chop—Chi Pui Kwai 22

" Corned—Ham Chu Yuk 22

" Leg—Chu Pui 22

" Fat or Lard—Chu Yau 15

" Sheep's Head and Feet—Yeung Tau

" Keok 55

" Heart—Yeung Sum 55

" Kidneys—Yeung Yiu 10

" Liver—Yeung Con 24

" Sucking Pigs, To Order—Chu Chai 10

" Suet, Beef—Sang Ngau Yau 10

" Mutton—Sang Yeung Yau 24

" Veal—Ngau Chai Yuk 18

" Sausages—Ngau Chai Yuk Tong 15

POULTRY.

Chicken—Kai Chai 30

" Capons, Large, Small—Sin Kai 30

" Ducks—Ap 18

" Doves—Pan Kau 18

" Eggs, Hen—Kai Tai 20

" Fowls, Canton—Kai 32

" Hainan—Hoi Nam Kai 28

" Geese—Ngo 18

" Geese, Wild Shanghai—Sheung Hoi Ye

" Ngo 18

" Musk Deer—Wong Keng 5

" Hare—Ta Chai 30

" Partridge—Che Khoo 30

" Pheasant—Shin Kai 30

" Pigeons, Canton—Pak Kuo 26

" Hoihow—Hoihow Pak Kuo 22

" Quail—Um-Chun 22

" Rice Birds—Wo Fa Cheuk 22

" Snipe—Sa Chui 22

" Turkey, Cock—Fo Kai Kung 65

" Hen—Na 45

" Wild Ducks, Shanghai, Sui Ap 22

" Teal, Shanghai, Sui Ap Chai, 22

" Wild Ducks Canton—Sang Shing Sui

" Ap 22

FISH.

Barbel—Ka Yu 14

" Dream—Bin Yu 13

" Canton Fresh Water Fish—Hoi Sin Yu 13

" Carp—Li Yu 13

" Catfish—Chik Yu 13

" Codfish—Mun Yu 13

" Crabs—Hoi 13

" Cuttle Fish—Muk Yu 13

" Dab—Sa Mang Yu 13

" Dace—Wong Mei Lun 13

" Dog Fish—Tit Tu Sa 13

" Pelsi Congor—Hoi Mao Yu 13

" Fresh water—Tam Bui Yu 13

" Yellow—Wong Sin 13

" Frog—Tien Kai 13

" Grouper—Sek Pak 13

" Gudgong—Pak Kuo Yu 13

" Herrings—Tao Pak 13

	Cents.
Halibut—Cheung Kwai Yu	20
Labrus—Wong Fa Yu.....	17
Loach—Wu Yu.....	28
Lobsters—Lung Ha	55
Mackerel—Chi Yu	11
Monk Fish—Mon Yu	24
Mullet—Chai Yu	23
Oysters—Sang Hoo	20
Parrotfish—Kai Kung Yu	16
Perch—Tau Loo	15
Pike—Fa Paw Poong.....	9
Plaice—Pan Yu.....	18
Pomfret, Black—Hak Chong.....	22
Pomfret, White—Pak Chong.....	26
Prawns—Ming Ha	48
Ray—Pei Pa Sa	9
Rock Fish—Sek Kau Kung.....	16
Roach—Chun Yu	28
Salmon, (Crown), fresh water—Ma Yau Yu.....	26
Shark—Sa Yu	10
Skate—Po Yu	9
Shrimps—Ha	34
Snapper—Lap Yu	22
Soles—Tat Sa Yu	24
Tench—Wau Yu	15
Turbot—Cho How Yu	38
Turtles, small, fresh water—Keok Yu.....	36
White Bait—Ngan Yu Chai	—

Ships.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
EGYPT AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

T H E Steamship

"ARCADIA,"

Captain W. W. Cooke, R.N.R., carrying His
Majesty's Mail, will be despatched from this
for MARSEILLES and LONDON DIRECT,
TO-MORROW, the 30th June, at Noon,
taking Passengers and Cargo for the above
Ports.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 29th June, 1906.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BEAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tonnage	Captain	Sailing
Lyra	4,417	G. V. Williams	3rd July
Shawmut	9,606	E. V. Roberts	27th July
Tremont	9,606	T. W. Garlick	22nd Aug.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 29th June, 1906.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "TOURANE,"

Captain R. Girard, will be despatched for
MARSEILLES on TUESDAY, the 30th
July, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:-

S.S. *TOKIN* 24th July.
S.S. *ARMAND BEHC* 7th August.
S.S. *ERNEST SIMONS* 21st August.
S.S. *CALEDONIAN* 4th September.
S.S. *POLYNESIAN* 18th September.

G. DE CHAMPEAUX,
Agent.

Hongkong, 27th June, 1906.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.
Steamship About

"LOWTHER CASTLE" 25th July.
For Freight and further Information, apply

DODWELL & CO., LIMITED,
Agents.

Hongkong, 23rd June, 1906.

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS
AND DEALERS in Ladies' and
Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.

TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906.

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY
FRESH MUTTON AND BEEF, at
Moderate Prices.

Should patrons find any Meat supplied not
to be fresh, full price will be refunded on the
return of the Meat to the Stall.

TUNG WING,
No. 1 Stall, Central Market.

Hongkong, 14th May, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY	\$22.50
"	20.00
"	16.75
WHISKY, FINE MALT	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES:

&c., &c., &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 16th May, 1901

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$500,000 \$500,000 }	\$1,699,777	{ \$1 15/- div. and \$1 bonus @ ex. 2/6/9/16 = \$26.87 for 2nd half-year 1905	5 1/2 %	{ \$815 buyers (London 1/2 1/2- \$38
National Bank of China, Limited	99,925	£7	£5	{ \$1,000,000 \$147,895 }	\$74,099	\$2 (London 3/6) for 1903 .....	...	\$38
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 \$147,895 }	\$211,540	\$20 for 1904	5 1/2 %	\$350
North China Insurance Company, Limited	10,000	£15	£5	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	5 1/2 %	Tls. 90 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$400,000 \$331,131 \$1,153,844 \$509,279 \$800,000 \$161,978 \$15,527 \$1,000,000 \$239,488 \$2,616 \$1,220,928 }	\$2,792,271	Interim div. of \$30 for 1905	4 1/2 %	\$810
Yangtze Insurance Association, Limited	8,000	\$100	\$50	{ \$1,000,000 \$161,978 \$15,527 \$1,000,000 \$239,488 \$2,616 \$1,220,928 }	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$50	{ \$1,000,000 \$161,978 \$15,527 \$1,000,000 \$239,488 \$2,616 \$1,220,928 }	\$344,648	\$6 for 1904	7 %	\$85 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$161,978 \$15,527 \$1,000,000 \$239,488 \$2,616 \$1,220,928 }	\$422,618	\$25 for 1904	8 %	\$305 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$6,000 \$268,638 \$38,941 }	\$6,563	\$1 1/2 for 1905	7 1/2 %	\$20 1/2
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$600,000 \$154,331 \$120,000 \$241,150 \$13,999 \$10,000 \$1,400,000 \$14,144 \$12,937 \$65,000 \$12,937 \$1,000,000 \$1,350,479 Tls. 48,000 Tls. 81,200 }	Nil	\$3 1/2 for year ended 30.6.1905	8 1/2 %	\$41 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$250,000 \$600,000 \$154,331 \$120,000 \$241,150 \$13,999 \$10,000 \$1,400,000 \$14,144 \$12,937 \$65,000 \$12,937 \$1,000,000 \$1,350,479 Tls. 48,000 Tls. 81,200 }	\$24,080	\$1 for 2nd half-year making \$2 for 1905 ...	7 1/2 %	\$26
Indo-China Steam Navigation Company, Limited ...	80,000	£10	£10	{ \$250,000 \$600,000 \$154,331 \$120,000 \$241,150 \$13,999 \$10,000 \$1,400,000 \$14,144 \$12,937 \$65,000 \$12,937 \$1,000,000 \$1,350,479 Tls. 48,000 Tls. 81,200 }	£4,435	12/- @ 1/10 = \$6.29 1/2 for 1904	8 1/2 %	\$77
Shanghai Tug and Lighter Company, Limited	200,000	£5.50	Tls. 50	{ \$250,000 \$600,000 \$154,331 \$120,000 \$241,150 \$13,999 \$10,000 \$1,400,000 \$14,144 \$12,937 \$65,000 \$12,937 \$1,000,000 \$1,350,479 Tls. 48,000 Tls. 81,200 }	Tls. 23,156	{ Final Tls. 3 making Tls. 5 for 1905 Final Tls. 1 1/2 making Tls. 3 1/2 for 1905	8 %	Tls. 62 sellers
Shanghai Transport and Trading Company, Limited ..	1,000,000	£1	£1	{ \$250,000 \$600,000 \$154,331 \$120,000 \$241,150 \$13,999 \$10,000 \$1,400,000 \$14,144 \$12,937 \$65,000 \$12,937 \$1,000,000 \$1,350,479 Tls. 48,000 Tls. 81,200 }	£107,815	1/- (Coupon No. 6 for 1905)	4 %	Tls. 51 buyers
"Star" Ferry Company, Limited	10,000	£10	£5	{ \$250,000 \$600,000 \$154,331 \$120,000 \$241,150 \$13,999 \$10,000 \$1,400,000 \$14,144 \$12,937 \$65,000 \$12,937 \$1,000,000 \$1,350,479 Tls. 48,000 Tls. 81,200 }	\$218	{ \$1.50 \$0.75 } for year ending 30.1.1906	{ 5 1/2 % 3 1/2 % }	{ \$30 \$21
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ \$250,000 \$600,000 \$154,331 \$120,000 \$241,150 \$13,999 \$10,000 \$1,400,000 \$14,144 \$12,937 \$65,000 \$12,937 \$1,000,000 \$1,350,479 Tls. 48,000 Tls. 81,200 }	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45
PEPPERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 \$450,000 \$85,129 }	\$40,914	Final of \$15 making \$15 for 1905	16 %	\$155
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$850,000 \$450,000 \$85,129 }	\$132,588	\$3 for 1897 .....	...	\$20 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$850,000 \$450,000 \$85,129 }	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04 .....	...	Tls. 100 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ \$80,000 \$20,011 }	£13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 9/80 sellers
Consolidated Mining Company, Limited	100,000	£1	£1	{ \$80,000 \$20,011 }	G. \$909,050	Final of 50 cents making G. \$1 for 1905 ...	7 %	G. \$14
South Australian Gold Mining Company, Limited ...	100,000	£1	£1	{ \$80,000 \$20,011 }	£8,745	No. 12 of 1/- = 4 cents .....	...	\$3 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	£25	£25	{ \$70,000 }	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd. ...	40,000	£10	£10	{ \$50,000 \$65,160 \$20,000 }	\$20,040	Final of \$3 1/2 making \$6 for 1905	5 1/2 %	\$102 buyers
Long and Whampoa Dock Company, Ltd.	10,000	£10	£10	{ \$50,000 \$65,160 \$20,000 }	\$362,232	\$6 for second half-year making \$12 for 1905	7 1/2 %	\$155
New Amoy Dock Company, Limited	10,000	£8 1/2	£8 1/2	{ \$50,000 \$65,160 \$20,000 }	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ \$50,000 \$65,160 \$20,000 }	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 1/2 %	Tls. 113 sales
Shanghai and Hongkong Wharf Company, Limited ..	32,000	Tls. 100	Tls. 100	{ \$50,000 \$65,160 \$20,000 }	Tls. 57,065	Final of Tls. 8 making Tls. 14 for 1905 ...	6 1/2 %	Tls. 222 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ \$50,000 \$65,160 \$20,000 }	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 210 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none \$14,516 }	none	First year	8 %	Tls. 100
Astor House Hotel Company, Limited (Shanghai) ...	10,000	£25	£25	{ none \$14,516 }	\$9,028	\$2 1/2 for year ended 30.6.1905	12 1/2 %	\$31 buyers
Central Stores, Limited	6,000	\$15	\$15	{ none \$14,516 }	none	\$2.00 on \$12 for 1905 .....	...	\$18 sales
Do. (new issue)	24,000	\$15	\$15	{ none \$14,516 }	none	\$2 1/2 on \$7 1/2 for 1905 .....	...	\$15 1/2 buyers
Do. (Founders')	123	\$15	\$15	{ none \$14,516 }	none	None .....	...	\$500 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$68,975 \$24,071 }	1619	\$5 for second half-year making \$10 for 1905	7 1/2 %	\$130
Hongkong Land Investment and Agency Co., Ltd. ...	10,000	\$100	\$100	{ \$68,975 \$24,071 }	\$250,000	Final of \$3 1/2 making \$7 for 1905	6 %	\$117 sellers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ \$68,975 \$24,071 }	Tls. 29,773	Final of 6 % = 10 % for 1905	14 1/2 %	Tls. 15
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$68,975 \$24,071 }	\$4,699	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited ..	100,000	\$10	\$10	{ \$68,975 \$24,071 }	\$5,070	80 cents for 1905	7 %	\$11 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$68,975 \$24,071 }	none	\$2 1/2 for 1905	6 1/2 %	\$38 sales
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 170,000 }	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 1/2 %	Tls. 111 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ Tls. 869,493 Tls. 170,000 }	\$773	Final of \$1.90 making \$3.65 for 1905	7 %	\$45
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd. ...	15,000	Tls. 50	Tls. 50	{ Tls. 45,939 }	Tls. 100,000	Tls. 8 for year ended 31.10.1905	11 1/2 %	Tls. 68 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 45,939 }	\$23,264	\$1 for the year ending 31.7.05	7 %	\$14 sellers
International Cotton Manufacturing Company, Ltd. ...	10,000	Tls. 75	Tls. 75	{ Tls. 100,000 }	Tls. 18,718	3 % a/c 1898 .....	...	Tls. 61 sellers
Lao-ung-mow Cotton Spinning & Weaving Co., Ltd. ...	8,000	Tls. 100	Tls. 100	{ none }	Tls. 30,760	Tls. 8 for 1905	11 1/2 %	Tls. 70 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 18,456 }	Tls. 35,986	Tls. 25 for 1905	8 1/2 %	Tls. 300 sellers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none \$814 }	\$1,066	\$7 for 1905	7 1/2 %	\$500 sellers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ none \$9,000 }	\$1,097	1/3 per share for 1905	9 %	\$7 1/2 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none \$9,000 }	none	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	{ none \$9,000 }	Tls. 389	\$1 for 1904 .....	...	\$7 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ none \$9,000 }	none	Final of Tls. 5 making Tls. 10 for 1905 ...	12 1/2 %	Tls. 79 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none \$9,000 }	\$1,210	60 cents for year ended 28.2.06	6 %	\$10
China Provident Loan & Mortgage Company, Ltd. ...	100,000	\$10	\$10	{ none \$9,000 }	\$1,181	80 cents for 1905	9 %	\$9
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ none \$9,000 }	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 %	\$16
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$410,000 \$500,000 }	\$52,291	\$2 dividend and 50 cents bonus for 1905 ..	9 %	\$28
Hall & Holz, Limited	21,000	\$20	\$20	{ \$410,000 \$500,000 }	\$20,893	\$2 1/2 for year ending 28.2.06	11 %	\$23 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none \$500,000 }	\$2,568	{ \$1.00 60 cents } for 10 months ending 28.2.06 ...	8 %	\$15 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000 \$180,000 }	\$2,796	\$15 for year ending 30.11.1904	6 1/2 %	\$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$50,000 \$180,000 }	\$3,770	Final of \$15 making \$19 for 1905	8 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$50,000 \$180,000 }	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$20
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$50,000 \$180,000 }	\$88	Final of 50 cents making \$1 for the year ...	11 %	\$20
Matschappij tot Mijn-, Bosch- en Landbouwex- ploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603 }	Tls. 10,374	{ second interim div. of Tls. 7 1/2 making Tls. 15 so far a/c yr. ended 31.10.06 }	10 %	Tls. 27 1/2 buyers
Philippine Company, Limited	67,500	\$10	\$10	{ none \$10,374 }	Dr. P. 34,324	None .....	...	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000 }	Tls. 11,017	{ Tls. 31 final & Tls. 14 bonus making Tls. 45 for 1905	6 1/2 %	Tls. 13 1/2 sellers
Shanghai Horse Bazaar Co., Ltd.	5,450	Tls. 50	Tls. 50	{ Tls. 165,000 }	Tls. 9,751	Tls. 6 for 1904	11 %	Tls. 55 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 37,000 Tls. 8,000 }	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905 ...	5 1/2 %	Tls. 147 1/2 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	6 1/2 %	Tls. 73 sales
Shanghai Waterworks Company, Limited	{ 7,200 7,200 6,000 }	{ £20 £25 £25 }	{ £20 £25 £25 }	{ Tls. 15,295 Tls. 4,000 }	Tls. 85,592	{ Final of 37/6 making 52/6 for 1905/6 First year None 50 cents for year ended 31.5.05	{ 11 1/2 % 8 1/2 % }	{ Tls. 355 sellers Tls. 280 sellers \$6 }
Shanghai Morning Post, Limited	20,000	\$5	\$5	{ Tls. 15,295 Tls. 4,000 }	\$1,134	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
Shanghai Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000 }	Tls. 1,012	{ 80 cents \$19.80 } for year ended 31.5.1905	{ 9 % 11 % }	{ \$0 \$180 }
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	{ \$300,000 \$25,000 }	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13 1/2 sales
Do. (Founders')	100	\$10	\$10	{ \$300,000 \$25,000 }	none	Interim div. of 50 cts. for the year 1905/6 ..	10 %	\$10 1/2 sellers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$25,000 }	\$7,734	Interim div. of 50 cts. for the year 1905/6 ..	10 %	\$10 1/2 sellers
William Powell, Limited	15,000	\$10	\$10	{ \$300,000 \$25,000 }	\$4,500	Interim div. of 50 cts. for the year 1905/6 ..	10 %	\$10 1/2 sellers